

Crossed the Arabian Sea at a ground speed of 347 m.p.h.

Karachi-Negombo (March 14th):

Uneventful but somewhat trying. Went up to 21,000 feet to do more speed and fuel consumption tests. Navigator reported a 115 m.p.h. tail-wind. Stayed at 21,000 feet for 4½ hours. Completed the 1,723 miles of this leg in 6 hours 30 minutes. Negombo a very beautiful station built among coconut palms. Temperature, though, most unpleasant because of extremely high humidity. Stayed two nights so that Hastings could be inspected. There was little or nothing to do to it.

Negombo-Singapore (March 16th):

Left Negombo at 6 a.m. for the long crossing of the Bay of Bengal. Perfect weather all the way across and down Straits of Malacca. As we arrived at Singapore a violent storm was in progress. Not allowed to land because a Vampire, running short of fuel, had to be brought in first. Flew around island, trying to dodge storms, until we could get into Singapore aerodrome.

[N.B.—This was the last stage of the journey under Transport Command's control. From Singapore onwards Qantas took us in hand, and very well they did it.]

Singapore-Darwin (March 17th):

Left Singapore at 7 a.m. With three Qantas personnel and their baggage. Hastings must have been over 78,000 lb when taking-off on long leg to Darwin. Landed there 9 hours later. Distance was 2,110 miles. Consumed 2,025 gallons of fuel. Time to Darwin from England was 42 hours 25 minutes.

Darwin-Sydney (March 18th):

Took off at 6.30 a.m. Had excellent trip to Sydney where we arrived over airport at scheduled time. Could have landed nearly an hour earlier but flew around coast some 40 miles away before making final approach to Kingsford-Smith Airport. Had magnificent reception, being met by British High Commissioner (Mr. E. J. Williams), Qantas people, officials of Allison Gray, Clyde Engineering and others.

Most valuable performance data have been secured. No doubt that such information on the aircraft could not have been obtained by any other means. M.O.S. will be duly pleased and impressed.

Engine cooling is excellent, as is fuel consumption. We were all amazed at the speed of the aircraft, average for the whole trip being about 250 m.p.h. We

took off at all places en route with full fuel tanks. Average take-off weight was about 77,600 lb.

View freely expressed in Sydney that Hastings' tour is biggest event in history of British aircraft as applied to Australia.

Sir Roderic Hill's Successor

THE Air Ministry announces the appointment, to take effect next August, of Acting Air-Marshal Sir R. Victor Goddard, K.C.B., C.B.E., to the Air Council as Air Member for Technical Services, in place of Air Chief Marshal Sir Roderic M. Hill, K.C.B., M.C., A.F.C., A.D.C., whose forthcoming retirement has already been announced.

Air Marshal Sir Victor Goddard has been Deputy Head of the Royal Air Force Delegation in the United States of America, at Washington, since April, 1946. He was born at Wembley, in February, 1897, and after being educated at St. George's School, Harpenden, and the Royal Naval Colleges at Osborne and Dartmouth, entered the Royal Navy as a midshipman in July, 1914. He transferred from the Royal Naval Air Service to the Royal Air Force on its formation in 1918. Early in his career he began to specialize in engineering, taking engineering and science courses at Cambridge University, of which he is a graduate, and at the Imperial College of Science and Technology, London, between 1921 and 1924. From 1925 to 1928 he was instructor to the Cambridge University Air Squadron. He graduated at the R.A.F. Staff College in 1929 and afterwards commanded a squadron in Iraq, and was decorated by King Feisal for services in Kurdistan. He returned in 1931 to become Chief Instructor of the Officers' Engineering Course, and was later attached to the Royal Naval Staff College for a year.

From 1936 to September, 1939, he served at the Air Ministry, in the Directorate of Operations and Intelligence, and on the outbreak of war he went to France as Air Officer in Charge of Administration at the headquarters of the Royal Air Force Component of the British Expeditionary Force, subsequently becoming Senior Air Staff Officer. After the fall of France he returned to the Air Ministry, as Deputy Director of Plans and later became Director of Military Co-operation at the Air Ministry, in which capacity he was responsible for the initiation of modern air

support and air-borne forces in the R.A.F.

He gave the B.B.C. war commentaries in 1941 before becoming Chief of Air Staff, Royal New Zealand Air Force, and commander of the R.N.Z.A.F. in the South Pacific. He took up his appointment immediately before the Japanese attack on Pearl Harbour.

Under Admiral Halsey, U.S.N., he commanded the R.N.Z.A.F. in the Guadalcanal and Solomon Islands campaigns. In recognition of his services he was awarded the American Naval Distinguished Service Medal, a rare award to a British officer.

From November, 1943, until the end of the war against Japan he was Air Officer in Charge of Administration, Air Command, South-East Asia. He was appointed a C.B.E. in 1940, a C.B. in 1943, and a K.C.B. last year.

Battle of Britain Lace

PEOPLE in many parts of the country will be given an opportunity of seeing the beautiful lace panel made by a Nottingham firm to commemorate the Battle of Britain and loaned by them to the R.A.F. The panel was exhibited originally in London, at Marshall and Snelgrove's, and it has since been shown at Leeds. It is now being displayed in Messrs. Lewis's premises at Manchester where it will remain in the care of a Royal Air Force officer until April 22nd. Afterwards it will be displayed in the window of the Co-operative Stores, York, from April 26th to May 5th, at Messrs. Bainbridge's, Newcastle, from May 10th to May 20th, and at Messrs. Griffin and Spalding's, Nottingham, from May 24th to June 2nd.

The panel, which is 5ft 5in wide and 5 yards long, was made by Messrs. Dobsons and M. Browne and Co., Ltd., Queens Road, Nottingham, and took two years to design and produce. Only presentation copies are being made. One has been presented to Mr. Winston Churchill and another to the Burgomaster of Apeldoorn, Holland. Others are to be presented to the Air Council and the Royal Air Forces Association.

Gliding in Germany

R.A.F. gliding clubs in Germany now have a total membership of over 600. There are nine clubs, which are entirely self-supporting and depend on membership fees. These are graduated according to rank—30s a month for officers, 17s 6d for senior N.C.O.s, and 7s 6d for Corporals and other ranks. There is an initial entrance fee of 10s for all ranks, and a launching fee of 1s per flight to cover the running costs of launching winches and vehicles. Membership is open to all the services and there are no restrictions as to rank or trade. The clubs are affiliated to the Association of B.A.F.O. Gliding Clubs, under the Presidency of Air Marshal Sir Arthur Sanders, the Air Officer Commanding-in-Chief.

Scharfoldendorf, a typical club, has 17 gliders, ranging from primary trainers to a Weihe advanced sailplane. Since this



Air Vice-Marshal
Sir R. Victor Goddard.



TORPEDO-FIGHTER: With flaps at take-off setting, a Blackburn Firebrand T.F.V (Bristol Centaurus IX engine) of No. 813 Squadron leaves R.N.A.S. Culdrose on an exercise. The Firebrand is the standard single-seat torpedo aircraft of the Royal Navy.

"Flight" photograph.